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SUNDAY, JANUARY 23, 1916.

A Line o' Cheer Each Day o' the Year.

By JOHN KENDRICK BANGS.

First printing of an original poem, written daily for The Washington Herald.

THE FAULT.

Sometimes I think that Time is standing still,
And we ourselves it is that speed along,
In our disquiet stumbling into ill,
And tripping up o'er obstacles of wrong;
That when he speeds too fast to suit our whim,
Or bores us with his dull and lagged hours,
The fault of it is not the fault of him.

But wholly ours,
Which we can rectify
If we've the will to try.
(Copyright, 1916.)

The price of preparedness would seem to be a munitions plant in the district of every pacifist Congressman.

If all the breach of promise suits were successful the problem of the redistribution of wealth would be very nearly solved.

Sixteen negroes have been lynched in Georgia in the past four weeks, and of course her statesmen can't be expected to get excited over conditions in Mexico.

A strange fossil, said to represent a creature half man and half bird, has been discovered in Montana. One of the cuckoos of an earlier administration, perhaps.

Germany's campaign against Egypt, according to a London dispatch, is meeting with unexpected obstacles. And then those obstacles which were expected have yet to be encountered.

Tired of being made fun of because he was fat a New York youngster wrote a note to his father complaining that "nobody loves a fat boy" and ran away. If he runs far enough or makes money he may qualify for the affection he craves.

Now that the list of Teutonic diplomats invited by Von Papen to meet Assistant Secretary of War Breckinridge at that \$68 luncheon at the Chevy Chase Club last June has been published, the only things lacking are the menu and the toasts.

The fact that the making of counterfeit \$1 bills and 2-cent postage stamps is regarded as of secondary importance to the possession of improper pictures by men recently arrested in Washington indicates a changed sense of proportion on the part of the agents of the law.

A woman who was thrown from the back of a frightened elephant in the Bronx Zoo has sued the New York Zoological Society for \$20,000 damages, alleging that the society used the animal as a common carrier and claiming that it should have been docile. Probably she means that she should have been allowed to take her ride on the Bull Moose.

After dining with the Secretary of the Treasury Democratic leaders in the House have undertaken to speed the work of lawmaking. The Hon. Cyclone Davis, having explained to Congress why he now wears a 15-cent collar and necktie instead of a \$1.50 muffler, the speeding-up process may begin if there are no more sartorial explanations demanding the right of way.

The latest statement from Berlin insists that Von Papen never made a payment to Horn, the dynamiter, and warns that any evidence the British may produce will be a forgery. It has only taken Berlin three or four days to forget that its first defense was that the payment to Horn was not made until after his arrest, in spite of the checkbook's evidence that he was paid some two weeks before.

A valued correspondent of The Herald suggests that, in response to the German announcement that it will seek reprisal for the Baralong case, stories of German atrocities at sea be republished. Such publication will serve no good purpose. The Lusitania case furnished a hideous example of German war methods and permanently fixed American sympathies. Germany cannot be deterred from reprisal, if she gets the opportunity, though the Baralong crew are probably innocent of the charge of killing their enemies while they were defenseless. On the other hand hundreds of cases of murder of innocent women and children have been proved against the Germans. Reprisal will, however, react terribly upon Germany. Once that is started, no war office orders and no prospects of punishment, no matter how severe, will deter British sailors from avenging the cold blooded murder of their brothers, and before the end comes they will have many more opportunities than the Germans who propose to set another example in savagery. It will be a harrowing spectacle for civilization.

Important Item of District Expense.

That Congress at the present session will adopt for the District of Columbia the new fiscal system which was recommended by its joint committee of investigation must be regarded as at least probable. Under the plan proposed the people of Washington will pay as much of the expense of maintaining the Nation's Capital as may be defrayed by their contributions resulting from a fair taxation, and the Federal government will pay the rest. The District Commissioners pride themselves upon their qualifications as modern and progressive business men, so it must be presumed that they are already preparing for the change. In order that Congress may know definitely each year how much money must be appropriated from the Federal Treasury it must have information, as exact as possible, as to District expenses and revenues. It is to be expected of the Commissioners that they will include in their estimates of expenditures all items of expense connected with the operation of the District government toward the payment of which its general revenues may properly be applied. Nothing should be left to chance or dependent on any special municipal tax, if Congress is to provide the orderly system of finance that is promised for the District. On one side of the ledger the Commissioners will have to enter all items of District expense and on the other all of the District's revenues, not excepting the dog tax, the Police Court fines or the proceeds from the sale of stolen property, which now contribute toward the curtailed pensions which incapacitated policemen and firemen receive as a reward for years of faithful service to the city.

Obviously, then, it will be necessary for the Commissioners in their annual estimates to add to the cost of maintaining the police and fire departments the amount of the pension roll each year, since these pensions are a just debt, so recognized by Congress, and a legitimate and necessary municipal expense. It is evident, therefore, that the present farcical system of paying pensions to the extent permitted by the sequestration of revenues from uncertain sources must end when the new financial plan goes into effect at latest. The change demanded by common sense and good business should not be made dependent, however, upon the new plan now under consideration by Congress. It should be inserted in the present District appropriation bill, so that the Capital's retired guardians may be sure of receiving the money the District owes them—not charity but a just debt. Farther than that simple justice demands a deficiency appropriation of \$65,000 or more to pay the money the District has withheld from its incapacitated servants since 1911. This would no more be charity than a provision to pay their pensions in full this year. They are as much entitled to this money as the District officials are to their monthly salaries. And if a majority of the members of Congress were aware of the circumstances their sense of justice would impel them to vote for payment of the debt. The very least that can be expected of the present session, however, is the establishment of the pension fund upon a stable and permanent basis. The citizens of Washington owe it to the men who have braved dangers to protect them, but who are now incapacitated, to use every influence at their command to aid them in their appeal for justice.

New Provocation in Mexico.

Prospects are that when President Wilson returns from his cruise on the Mayflower, devoted to the writing of speeches on the national defense, for delivery during the tour of the country upon which he is soon to start, he will find Congress in a new turmoil because of the shrieks of Americans for defense in Mexico. The murder of another American, while he was seeking to recover cattle belonging to a woman neighbor, which had been stolen from her by a Mexican, has resulted in intensifying indignation in El Paso and it can hardly fail to cause the smoldering fires in Senate and House, kindled by the Santa Ysabel outrage, to blaze again.

Numerous stories have come from Mexico in the past few days, detailing the capture of many of Villa's followers and telling of the near-capture of the murderer chieftain himself. Unreliable as they appear to be, they will be used by the supporters in Congress of the administration's Mexican policy in an effort to stem the tide that threatens to engulf watchful waiting and carry an American army across the border to stop the slaughter. These supporters of a course of inaction have been driven to their wits' ends to avert the serious blow that would strike the administration were the Mexican situation to be taken out of its hands. But the demand that the American flag be lifted from the dirt and the spilling of American blood be stopped has come from conservative members of both parties, who have proved impervious to taunts and have found a ready answer to every challenge. They will demand something more than mysterious newspaper dispatches telling of the trapping of Villa before they will be satisfied to trust the future safety of our citizens to the care of the Carranza government. These statesmen have given evidence that they are in solemn earnest in their insistence that an end shall be brought to a shameful course that permits the daily murder of peaceable American citizens, without a hand being lifted to save them or to punish their murderers. The infamous suggestion that the statesmen in the Senate who are demanding this are playing politics needs no refutation, although it was furnished last week by Mr. Lodge and others when they recalled the debate and the vote nearly two years ago when President Wilson asked authority to use the nation's armed forces to compel respect from Huerta. They represent the will and the hopes of the majority of the American people, weary of the world's contempt that they have not brought upon themselves.

President Wilson, man of peace that he is, has followed the course that he believes is right, but where the lives of Americans are involved, he is out of harmony with the people, who are today looking to Congress to save them from ignominy and disgrace.

Judges

By JOHN D. BARRY.

A reader has protested against my remarks about judges. He thinks that the law should be invested with majesty. So judges, representing the law, ought to be surrounded with a dignity greater than men accord to ordinary men.

Many people agree. The only trouble is that it's so hard to make a man anything better than a man, or better than what he is inside.

Here I am reminded of an experience I had as a boy. I was unaware of the divinity that doth hedge a judge. One day I happened to walk into a courtroom. It was a big room. At the further end there was a small group of men standing in front of an old gentleman who occupied a desk on a platform.

I forgot to take off my hat. Of course I ought not to have forgotten. Never shall I forget the excitement I created. Several people shouted to me at once in tones of horror. It was as if I had committed a crime. "The judge! The judge!" I heard the words exclaimed in reverential whispers. Two tough looking fellows who were entering behind me showed that they were fearfully shocked. They acted as if they wished to tear the hat off my head.

Then I realized what wonderful beings judges were. Since that time they have had an intense interest for me. To this day I enjoy seeing a judge make a splendid entry into court, particularly when he is wearing a robe.

Sometimes I wonder what effect such reverence has on the character of judges. It's a hard thing for most human beings to endure reverence or adulation in any form. I have seen men go almost crazy after receiving just a little adulation. Who hasn't?

I know perfectly well there are judges who are superior to adulation. How do you suppose they compare in numbers with those who are not?

There is a distinguished judge who has acquired a second distinction as a writer. I was once presented to him at a gathering of literary folk. He stared at me with a look that seemed to challenge my right to the honor of meeting him. I felt as if I had received a dash of ice-water in my face. Instantly I turned away to seek a warmer atmosphere.

Afterward I wondered if I had not been hasty and done the great man a wrong. I told a lawyer friend of the incident. "It's curious about him," my friend said. "In the courtroom, while he is discussing business with the lawyers, he is gracious, even affable. But the moment he leaves the courtroom he seems to turn to stone. The very men he was speaking with a few moments before he will pass without a nod of recognition. The dignity of the judge can be overdone."

Nevertheless it must be a fine thing to be a judge.

Is there really any position in the world higher than that of a judge, whether small or great?

There is a judge in New York State who has acquired a wide reputation for dignity. Even among judges he shines. He has so much reverence for himself as judge that his friends say he stands apart and looks at himself with awe. Everything he does and the way he does everything is related to his being a judge. He has acquired the bearing and the deep utterance of a tragic actor. Sometimes I wonder how much humanity is left in him. For an artificial attitude unquestionably tends to draw one away from what is really human in life. Worst of all, it tends to isolate one from wide human sympathy.

Another judge of my acquaintance used to look upon himself as the appointed scourge of offenders. He was a terror. He took pride in his reputation as such. But as he has aged he has grown less severe. He has discovered the terribly upsetting truth that the causes of crime often lie outside of the people who commit crime, that the real guilt may belong to parents of the accused or to others who lived long before the parents, now far out of the reach of human law, or perhaps, to the rich or to society at large, as far out of reach. Then, too, in his life he has suffered, through death and other tribulations. There is nothing like suffering for making human beings realize the futility of distinctions.

If all men grew more lenient with age it might be a good plan for us to insist that no one should be a judge till he reached 60.

Sometimes I wonder how the New Humanity is going to affect judges. Already there are signs that it is reaching them, just as it is reaching all other kinds of people.

Welcome to Harvard.

Coupled with Harvard's announcement of the selection of its appointee for the exchange professorship at the Sorbonne during the next academic year, comes the welcome news that by next fall the great French university will once more be prepared to fulfill its part in the exchange. Boston, Cambridge, and Harvard universities have this year been without any representative of the French faculties and they distinctly regret the loss. Always warmly received in this city, the scholars of France will now be more honored than ever, since America has had some opportunity to observe and deeply admire the conduct of the French nation during this war. As scholastic ambassador from Harvard, next fall, Dean Wallace C. Sabine should bring credit to himself and to the institution which he will represent. A physical scientist of profound scholarship, a capable innovator in one or two important and unexplored fields of research, Prof. Sabine has steadily resisted the modern tendency to cheapen science by too much popularizing it. Indeed, his insistence on writing only for technical journals of his experiments in acoustics has unhappily left the general public in ignorance of facts which it might have used to advantage.—Boston Transcript.

Our Wasted Efforts.

We have made a genuine and high-minded effort to deal with the Mexicans on the basis of placing the ballot in the hands of every Mexican. Unaided, he cannot use it. All our efforts to lead him into the light of civilization by friendly guidance have not worked out. If we can grasp these realities the murder of sixteen American citizens will not have been in vain.—New York Mail.

RAILROADS WOULD LAY BIG PART IF U. S. WENT TO WAR

The Union Pacific Railroad Company recently called public attention to the statement made by President Buchanan that "without such a road we cannot protect California and our Pacific possessions against invasion," and the railroad company's announcement added: "If we should have a war, the Union Pacific Railroad—next to the navy and the Panama Canal—will be the greatest single material factor in a successful defense of our Western coast." This prompts the Manufacturers' Record of Baltimore to discuss railroads and war as follows:

"Germany's great war machine has been largely due to the fact that its railroads have been created from the ground up with the distinct idea that some day they might be needed for war purposes. Our railroads have never had to face this condition, and, indeed, would be their situation, and the nation's if we had to meet an invasion. Many of them are badly equipped and are not sufficiently strongly built to be able to carry the tremendous loads that would be necessary in the event of a war. There has been no co-ordination in the railroad building to such eventualities. This is not the fault of the railroads, but of the railroad builders, for they have not had to consider seriously the possibilities of being needed in time of war, not another world war, but one that would not again have a gigantic war."

"We are now, however, face to face with the condition where readjustment of all of our industrial and railroad interests is essential. To a considerable extent the industrial interests of the United States, and especially those relating to iron and steel and chemicals and munitions of war, must be relocated. 'No more fatal blunder could have been made than to have developed, along a narrow strip on the Atlantic coast, the entire war-making supplies of the nation. The only proper place for the bulk of such industries is somewhere in the South or Southwest, where the railroad country, where an invading army from the Pacific or the Atlantic coast would have a long march inland before great danger would be encountered.'"

"In the central iron and coal and mineral regions of this nation must be centered the making of supplies for war, and the railroads must be made a vitally important factor in uniting these regions and in providing the facilities for the development of such industries. 'Instead of fighting the railroads, as we have done foolishly done, instead of hampering them as the Interstate Commerce Commission has often done, we must come to a fair understanding of the whole situation and recognize how the railroad is the backbone of the nation and national safety in time of war can only be brought about through the broadest development of the railroad interest. Railroads must be so encouraged by public sentiment and legislation, State and national, as to justify them in carrying on vast improvement schemes and making them, indeed, 'bulwarks of steel' which in any emergency would be equal to the needs of the hour in time of peace as well as in time of war. To accomplish this billions of dollars need to be expended. These billions cannot be found unless there is the protecting sentiment that will absolutely insist that the railroads be freed from destructive legislation and hampering restrictions which make profitable operation difficult and at times impossible. 'The nation should awaken to this condition and help the railroads to become 'bulwarks of steel,' joining East and West, North and South, and every intermediate section of this wonderful land. 'It is interesting to note that other railroads than the Union Pacific are through the office of the railroads, presenting the same thought as expressed in the Union Pacific advertisement. Baltimore and Ohio is carrying in the daily papers a very attractive advertisement headed 'Millions for Defense, But Not One Cent for Tribute'—a statement which, in these days, is well worth anything about preparedness. The Baltimore and Ohio does well in impressing this point upon the readers of its advertisements. 'Vice President Dixon, of the Pennsylvania Railroad, has in a recent paper pointed out the conditions under which the Pennsylvania Railroad could, if forced by war, assist in handling material and troops, bringing out clearly the vast number of men in its employ and the extent of its locomotive and car building facilities. 'On these points Mr. Dixon said: 'If the word should be flashed over this country that war had been declared and that the United States was about to enter into a conflict with another great power, the American people would be shocked—what had been done and what had been left undone—would at once become the most immediately vital question before the nation. The American people would demand an adequate army and navy, if not, indeed, of equal importance, is the condition of the railroads of the United States as a factor in national preparedness. Only railroads of the highest efficiency can truly unify the country and keep its resources of men, money and materials in a liquid and mobile state. As a military factor in the preparation of the nation, it would be in the highest degree profitable for the American people to see to it that their railroads have sufficient financial resources to be able to serve the needs of the nation in time of war. State and national governments accord them treatment which will insure their healthy growth at all times.'"

"President Marshall, of the Illinois Central, has recently discussed the same subject in one of the leading publications of the country and emphasized the importance of studying the whole matter from the railroad point of view. In order that the necessity of properly developing and co-ordinating our railroad system may be generally understood by the people—"

The Herald's Army and Navy Department

Latest and Most Complete News of Service and Personnel Published in Washington.

By E. B. JOHNS.

At the request of a number of members of the Senate Committee on Military Affairs Chairman Chamberlain has asked the Secretary of War to summons Brig. Gen. Clarence R. Edwards, Chief of the Panama Canal to testify before the committee. During the time that he was serving as aid at the White House and Chief of the Bureau of Insular Affairs, Gen. Edwards gained the confidence of some of the most influential members of the Senate and House and they at this time are interested in hearing Gen. Edwards' views on the legislation pending in the committee.

Gen. Edwards was one of the pioneers in the well-balanced army. When he was stationed at Washington there were no army officers and he advocated a well-balanced and well-organized army in and out of season. Many of the ideas which are now being urged by the supporters of the preparedness campaign were originally suggested by Gen. Edwards to Congress. Eight or nine years ago when Gen. Edwards made his first appearance in Washington he was the Baptist preaching in the wilderness.

Arrangements are being made for the holding of an examination in August for the Engineer Corps of the army. As it is necessary for candidates to qualify under the civil service law for junior engineers before they can take the examination for the Engineer Corps, the notice will be sent out in the near future for the examination in August.

There are at present sixteen prospective vacancies in the Engineer Corps and if they are filled by the new recruits to the Congress for the Engineer Corps there will be splendid opportunities for the graduates of technical schools to get into the service. Only graduates of satisfactory engineering schools are eligible for the Engineer Corps. A special effort will be made to interest students of technical and engineering schools in the approaching examination for the Engineer Corps.

The civil service examination for junior engineer will be held April 12 and 13. The attention of the candidates of the Engineer Corps will be called to this so as to give them the opportunity to take the preliminary examination which will amount to a preliminary examination to the Engineer Corps.

A new manual of equitation which has been compiled by the Mounted Service School is now before the Beach Cavalry drill regulation board. It has been referred to the board to determine whether certain features of the manual should be included in the new drill regulations.

The French manual of equitation of 1912 with certain modifications has for a number of years been used by the mounted service. It was translated and published under permission given by the French government. The new manual still contains much of a French origin but has been revised to meet the service in the United States army.

The enlistment circulars for the Canadian army show that an appeal is being made to the European war. In a number of "ifs" one of the circulars asks: "If Canada were to fall to Germany—and Canada's fate is wrapped up with that of Germany—would you not join the United States?" The circular continues: "If Prussian militarism should win in this gigantic struggle, what would happen to Canada?"

The Prussian militarism treats a treaty as a scrap of paper, what, in God's name would it do with an unsigned declaration of an unprepared people, like the Monroe doctrine of the United States? If the allied nations were to be content to live in the enjoyment of your liberties which had cost other men their life's blood, but for which you had given no sacrifice or service?

"If you have red blood in your veins, if you have a manhood that cries out for right simply because it is right, you must cast in your lot with the fellows who are in the trenches, or in the wide world of peace as well as in time of war. To accomplish this billions of dollars need to be expended. These billions cannot be found unless there is the protecting sentiment that will absolutely insist that the railroads be freed from destructive legislation and hampering restrictions which make profitable operation difficult and at times impossible. 'The nation should awaken to this condition and help the railroads to become 'bulwarks of steel,' joining East and West, North and South, and every intermediate section of this wonderful land. 'It is interesting to note that other railroads than the Union Pacific are through the office of the railroads, presenting the same thought as expressed in the Union Pacific advertisement. Baltimore and Ohio is carrying in the daily papers a very attractive advertisement headed 'Millions for Defense, But Not One Cent for Tribute'—a statement which, in these days, is well worth anything about preparedness. The Baltimore and Ohio does well in impressing this point upon the readers of its advertisements. 'Vice President Dixon, of the Pennsylvania Railroad, has in a recent paper pointed out the conditions under which the Pennsylvania Railroad could, if forced by war, assist in handling material and troops, bringing out clearly the vast number of men in its employ and the extent of its locomotive and car building facilities. 'On these points Mr. Dixon said: 'If the word should be flashed over this country that war had been declared and that the United States was about to enter into a conflict with another great power, the American people would be shocked—what had been done and what had been left undone—would at once become the most immediately vital question before the nation. The American people would demand an adequate army and navy, if not, indeed, of equal importance, is the condition of the railroads of the United States as a factor in national preparedness. Only railroads of the highest efficiency can truly unify the country and keep its resources of men, money and materials in a liquid and mobile state. As a military factor in the preparation of the nation, it would be in the highest degree profitable for the American people to see to it that their railroads have sufficient financial resources to be able to serve the needs of the nation in time of war. State and national governments accord them treatment which will insure their healthy growth at all times.'"

THE OPEN FORUM

In Which Readers of The Herald Express Their Views on Current Topics.

Editorial Policy Commended.

DR. WILFRED M. BARTON,
1726 Connecticut Avenue.

Washington, D. C.

Editor of The Washington Herald: I do not know the name of the gentleman who writes the leading editorial daily in The Herald, but I do know that if it came to my attention, I would willingly pass up the offer. Whoever he is, the writer, in my judgment, has the most perspicacious and patriotic intuition of our politics of any of our local writers whose lucubrations I peruse.

I hope he will continue without a faltering step, and if he does so you will have raised the price of The Herald to that of a rare print before you can freeze me out.

Very truly,
January 17, 1916.
W. M. BARTON.

Whose Subjects Are We?

Editor of The Washington Herald: As a subscriber to your paper, I always read with intense interest and keen appreciation the editorial page of The Herald, and your straight-to-the-point and often caustic comments on the attitude of this government and the position of our country in the present state of affairs in Europe and Asia. I am a "real American citizen" (or citizen, if it is desired that I be explicit.) Not a trace of a hyphen in my name. I am pretty well acquainted with other "real Americans" and among them I have found very few "peace at any price." I am happy to say. But there is one kind of an American hopeless to move in as respects to a belief in adequate defense, in preparedness, and that is the American who, while always proclaiming "the United States is good enough for me, sir, and no other country can come up to it." This proudly boastful American will turn away (ignoring the warnings of those who know whereof they speak) and say: "I don't care anything about preparedness. I don't care what comes, just so long as my family and I are safe back here in our comfortable house in this little quiet town. And anyhow, we are in no danger."

Even the "peace at any price" are not so hopeless as the apathetic, smug complacency of that "American citizen" who believes his family is so settled in perfect security, that nothing can happen to the country even, and who doesn't care (so long as "he and his family are safe") if anything should happen.

The peace people themselves get into a fight at least for peace, occasionally. There is nothing to move selfish, shut-in, don't-care apathy. The storm breaks. Then the "family is helpless." As for the attitude of our government, I say again that I applaud to the echo your editorials dealing with that attitude, and that, generally of the

The District Record.

Editor of The Washington Herald: I have read a great deal in the public print of late of Bishop Alexander Walters' effort to have a colored Democrat appointed to the office of Recorder of Deeds of the District of Columbia, or some other office of equal importance, and of the President's refusal to accede to the bishop's wishes.

It has not been a second time, a practical politics. Men are rewarded according to their ability to deliver the goods. I am very frank to say that there is no reason in the Democratic party, excepting the bishop, that measures up to an office of the size of the recorder of deeds today that has been a consistent and regular Democrat for ten years. In 1912 a large number of disgruntled Republicans went over to the Democrats because the signs of the times pointed to a Democratic victory, and they wanted to be on hand to share the spoils. As soon as they found there was nothing doing in the office getting line they folded their tents and marched back into the party of their ancestry. These men are now very vitriolic in their denunciations of the party because its leaders were wise enough to appraise these proselytes at their true value.

What man in the Democratic party has taken the second time of J. N. Napier, Col. Henry Lincoln Johnson, etc., have on the Republican party by virtue of meritorious services? In 1912, Mr. Napier headed a negro delegation from Georgia to the last Republican national convention and they held them in line for Mr. Taft. Point me out one negro Democrat that has performed any services. If this be true, why clamor for big offices? Give the negro Democrats a lot of small jobs such as they have earned and the ends of justice and fair play will be graciously met.

JABEZ LEE

Why Not a Referendum Vote?

Editor of The Washington Herald: From The Herald of January 14 it appears that the Anti-saloon League has given six reasons against a referendum vote on the question of prohibition in the District of Columbia.

These reasons amount in substance to saying that this self-appointed guardian of the morals of the people of the District of Columbia is better qualified to judge what is good for the interests of the people of the District than the people are themselves. While this may be true, the people of the District prefer to manage their own affairs, and do not wish to entrust them to the management of the Anti-saloon League or to be made subservient to its will.

The first reason advanced by the Anti-saloon League is that a referendum vote would bind one, and that the matter would still have to be fought out in Congress.

This is no reason at all because if the question is ever referred to the vote of the people of the District of Columbia, it will undoubtedly be upon

CONTINUED ON PAGE NINE.

WALK-OVER

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